



ASC e-News

Electronic news from the Adelaide Soaring Club **1st NOVEMBER, 2025.**

- ***An addition to the November E-News - the arrival of J230 23-2260***

Karl Faeth

J230 23-2260 by Karl Faeth

Most Members are no doubt aware that I had a bit of good financial luck early this year and decided to give something back to the club that I have been a member of since 5/3/73. Starting off as a glider pilot, tug pilot, gliding Instructor, LSA pilot and then Instructor and LSA CFI for some years, I decided that a new LSA would be good for the ASC.

I rang Jabiru and was told the cost of a new J170 was \$180,000 and a new J230 would cost \$190,000 plus. Well the decision was easy and a J230 it was. I ordered one for the club and with the benefit of a few years' experience in LSA ensured that the following was fitted - a cold start kit, adjustable rudder pedals, flap switches either side, starter button and no key switch, landing lights on the wingtips and booster seats for students and instructors who are a bit height challenged.

I looked to a completion date at end of October and Jabiru were very happy with the timeline. As I had flown a number of Jabirus from the factory with our current CFI Sue Ingham, I asked her and she agreed to assist in flying the new J230 back. The new Jabirus are fitted with the latest DYNON instruments and panel and I thought it would be a good idea for the CFI to acquaint herself with the new set up including the Automatic Pilot.



We left Adelaide Airport on Wednesday, 29th October and arrived at Bundaberg about 3.30pm after a delay at Brisbane. The Jabiru factory is only a short walk from the Bundaberg Terminal and we were warmly welcomed by Sue Wood, the Manager. A lovely lady who is also the daughter of Rod Stiff, the founder of Jabiru. She showed us through the large workshops and we arrived at 23-2260. The aircraft looked sparkling and had a large red bow on the top cowl. Very impressive to see a new aircraft looking immaculate with nothing out of place and no unwanted marks.

A few photos were taken and we arranged to fly the aircraft the next day for a familiarisation flight. We were given the keys to a small manual Suzuki and drove off to our motel. We knew that excellent meals were available at the Brothers Club in Takalvan Street so that is where we dined for the next 2 nights.

The next morning we received a very detailed briefing on the instrument panel and the DYNON. One of the common expressions were **“It has so many features that you will never use them all”**. Well it didn't take long for us to believe that. But the good thing was that we could load the most recent maps by USB and a Flight Plan by BLUETOOTH.



Jaimi Cook(Mechanical and Technical guru), Sue, Karl and Sue Wood the Manager of Jabiru.

I did a thorough DI and signed the required paperwork and then we used the security gate key to taxi out to the airfield proper. We vaguely remembered the layout and Sue taxied out and we back tracked on 14 and the took off on a trial flight over Bundaberg and the coastline. The aircraft behaved perfectly and Sue had a brief conversation with a Cessna Pilot who wondered where we were. We caught up with him later at the fuel pump. He was a nice chap who had started flying late in life and admitted he didn't have the experience we had, but enjoyed flying around the area. Sue did a couple of circuits on 32 and we felt that we were happy with the aircraft.

The Motel owner advised us to visit the Museum at the Botanic Garden and we took her advice. The Suzuki came in handy again and we found the Gardens had a nice restaurant, spacious and beautiful. So we had coffee and excellent cheesecake. The area is actually the site of the HINKLER Hall of Aviation. An eye opening museum which was well set up. Bert Hinkler was born in Bundaberg in 1892 and by age 19 had built and flown man-carrying gliders. He served in WW1 and was awarded various medals including the Distinguished Service Medal. He became a respected pioneer aviator and set records including his pioneer solo flight from England to Australia in 1928. A museum well worth visiting.

We had firm plans to depart the next morning so we arrived at the factory, early and ready to go. Aircraft checked out and fully fuelled **BUT** the weather did not cooperate. Low and dense cloud and we were unable to get out. We both agreed that safety was paramount and whilst sitting in the Jabiru lunch room looked at Qantas flights to come back to Adelaide. Then Sue Wood rushed in and said “Look at the sunshine outside”

Incredible. Whilst we got organised and started to taxi she opened the security gate and we taxied out, past the terminal. Pre-take off checks and we were away. Target was Chinchilla and Sue carefully found a path through clouds. 1.7 hours later we landed on 32 at Chinchilla. Two aircraft were parked near the terminal but otherwise it was deserted. Found the right taxiway to the fuel pump and filled up. After a comfort break we were off again. With the weather in mind we overflew St. George and headed for Bourke where I landed 2.9 hours later on 05. Checked the aircraft out and re-fuelled. I found that the steel hawsers that were fixed on the bitumen parking area had been removed so we were forced to park on the grass area, riddled with little many cornered jacks. We minimised the effect by using tracks left by another aircraft and tied down. Security had been removed from the terminal gate – not sure why. I rang the local Police Station and was assured that North Bourke (where we were) was Elite but they would have the Night Shift check on the aircraft.

The dining place in Bourke is always the local bowling club which has a good Chinese Restaurant. A local bus service run by the club picks up and drops off diners, so staying at North Bourke still gives access to a meal. We also found out that the **NORTHY PUB** would be opening the next week. This a pub where the late Darrell Ingham and I stopped when picking up an aircraft. The next time we were there someone had burnt it down.



BOURKE Terminal. Sue carrying all luggage “Where is our ride?”



A busy looking panel. Bottom left corner of the Dynon-the little white arrow gives x-wind info

The next morning the aircraft was untouched and we did a DI and Sue took off on 23 for Broken Hill. Clear skies with a bit of cross wind. Gave us time to have a closer look at the Dynon and the maze of information displayed. Very detailed cross wind information with a telltale arrow and windspeed and direction and cross wind value. Really amazing and one needs to concentrate on aircraft handling and not be engrossed in the Dynon.

On the way there are lots of waterholes and we noted that some had water in them. Just makes you realise how large a country we are living in. From an Instructor view point you look at possible landing sites and most areas you look at you wish for a bit of extra height. Broken Hill was a welcome sight on the horizon with a large runway (2512) 05-23 (sounds familiar) and a dirt runway 14-32. The runway tempts you into a long landing run but there was no traffic about. Sue taxied to the bowser but we had time for a comfort stop as the bowser was being used by a couple of farming looking blokes filling up drums.

There were a couple of small two seater helicopters and a young lass landed one next to us to re-fuel. I wish I had taken a photo but she had a pet dog with her – obviously aviation orientated with a leather helmet, earmuffs and seatbelt. The dog looked so relaxed and no doubt was used to the environment.

After re-fuelling I taxied out for 14. However the taxiway I picked led us straight to the Flying Doctor base. After a quick re-orientation I found 14 which was more or less into wind and took off for Gawler. Another desolate landscape and then slowly things became a bit more familiar. Coming closer to Gawler Ian McDonald met us in 7385 and escorted us part of the way. Then I landed on 31 and taxied in.



Phil Pullem providing a water shower welcome with my wife Pam guiding him.



**Welcome
to
GAWLER**

Sue advises that 2260 will be used for cross country and navigational work. It is not planned to be used by new students who are trying to learn to fly.

Ian McDonald owns a similar aircraft and he is preparing a video on the DYNON which will initially be used for the education of Instructors and then be made available on the club computer for the information of students. Sue's plan is to give the Instructors familiarisation briefings and flights and then make the aircraft available for students to achieve Navigation qualifications.

In my opinion, the aircraft flies very well. The booster seats and adjustable rudders should be used for all flights if needed. The aircraft is fitted with luggage straps and also has a bag of very usable tools.

The DYNON needs to be learned. Current maps are loaded by USB and Flight Plans can be transferred from I-pads. As I mentioned earlier, the DYNON provides a myriad of information and is also the latest version which is touch operatable.

An example of the information available is when coming over the Gawler Dam, inbound, the crosswind information arrow gives an excellent view of the wind direction. Coming back from Truro Flat the other day it pointed straight down from 05 so the runway was obviously 23.

Always pays to not concentrate on the DYNON – but fly the aircraft.